

BEST COPY
Available

SECRET

25X1

25X1

- 2 -

2. Of the state-owned locomotives, 41 were parked as a reserve for the Ministry of Railroads and 18 for the regional railroad headquarters. 2
3. Of the column locomotives, 221 were operational and 75 were being kept as a reserve. 3
4. In November, 67 locomotives were crossed from the records while 10 locomotives were newly added to the stock available. 4
5. A total of 180 locomotives of various types were hired out to industrial enterprises. These locomotives are contained in the total number of locomotives. 5

25X1

1. Comment. The tabulation contains additional information on the types of locomotives available and the number of locomotives repaired in railroad repair shops and railroad maintenance shops during November 1953. As compared with the tabulation of October, the total number of state-owned locomotives decreased by 30, the number of damaged locomotives in this category by 64, and the number of operational locomotives increased by 34. This indicates that 30 damaged state-owned locomotives were scrapped, while 34 damaged locomotives were repaired and transferred to the park of operational locomotives. The number of state-owned serviceable locomotives decreased by 95, while the number of coal dust-firing locomotives increased by 6 units, which was the first increase in this category since several months. The park of column locomotives increased by one type O1 locomotive, an express train locomotive, which, according to a previous report, was added to Locomotive Column No 42. Besides there were fluctuations between the number of serviceable column locomotives and the number of column locomotives under repair. The total number of foreign-owned locomotives decreased by 36 units which were deactivated and possibly scrapped. The total number of narrow-gauge locomotives increased by one locomotive of 750-mm gauge which was probably newly manufactured.

25X1

25X1

2. Comment. The locomotive reserves of the Ministry of Railroads and of the regional railroad headquarters decreased by 12 and 13 locomotives respectively. These locomotives were probably put in operation during peak traffic in fall.

25X1

3. Comment. Also in this category the number of operational locomotives increased while the number of reserve locomotives decreased as a result of increased fall traffic.

25X1

4. Comment. The 67 locomotives probably include 30 damaged state-owned locomotives and 36 damaged foreign-owned locomotives, which were deactivated, and 1 state-owned locomotive which was transferred to the park of column locomotives. The newly added equipment definitely included one narrow-gauge locomotive of 750-mm gauge. The origin of the remaining locomotives is not known. As 3 of the locomotives concerned were added to the park of damaged locomotives of the Dresden regional railroad headquarters, the locomotives cannot have been newly manufactured equipment.

25X1

5. Comment. In October 1953, 179 locomotives were hired out to industrial enterprises.

25X1

SECRET

25X1